THE GRANGERS.

The Source of the City's Wealth. Its Diversion and How It May Be Retained.

STATISTICS OF THE SUBJECT.

Opinions of the Chiefs of Railroad Corporations.

VANDERBILT'S VIEWS.

He Don't Care What the Farmers Do-Special Legislation His Bete Noire.

MR. BLANCHARD, OF ERIE.

No Antagonism Between Railroads and Producers.

CHINESE WALL AROUND ILLINOIS.

New York owes her existence as a great city, the netropolis of the Western Continent, to her com-But for the superior facilities her situation offers for the exchange of commodities between the various sections of the American Continent and each other, and the products of the New World for those of the Old, she would have no eason for becoming a larger town than Portland, Boston or Charleston. But the wise use of a naturally good geographical position, and the sagacious and enterprising creation of great avenues and conveniences for trade, have placed her in the proud pre-eminence she occupies to-day, a city, with her immediately contiguous suburbs, numbering a population of two million souls, and carrying on a commerce as wide as the globe.

The quantity and character of this trade, its ources, the methods by which it is brought to our wharves, with the efforts other sea ports are taking to divert it, and the corresponding exertions New York should make for its retention and growth, are most forcibly displayed in the annual report of Mr. E. H. Walker, statistician of the New York Produce Exchange which will soon be published. From these official figures and statements the following compilation will throw an abundance of light upon the subject of transportation, which is now exciting such deep interest among our merchants and moneyed men, as well as among the farmers of the Far

Our commerce deals with the surplus products of this and other lands, that portion which, brought to the test of demand and supply, has its value determined in relation to gold, and thus becomes to the producer the measure of value for his labor or the results of his enterprise. Corn consumed by the farmer, either at his table or in his kitchen fire, does not add to his wealth. Only that portion for ch his neighbor at home or in a distant market pays him money helps him to buy his land and place buildings upon it. And further, we learn that the value of our grain is practically fixed by the demand for it in European markets and the it is grown. Our mercantile public, then, is most deeply interested in improving, quickening and heapening the transit of the staple products of our country and making New York the centre of a web of trade streams which shall be in all respects most advantageous to large classes of both proincers and consumers.

Within the limits of the United States and Territories there are three millions of square miles in three large divisions. The Atlantic and Gulf slope has 900,000 square miles, the Pacific slope 750,000, and the Mississippi and lake valleys 1,350,000, making the last division over three-fourths the size of the other two, or forty-five per cent of the whole area. This section is nearly five and a half times as large as Great Britain and France together; one and a half times as large as Great Britain, ginm, Holland and Denmark; three-fourths as large as Russia in Europe, and nearly half as large as the sixty empires, kingdoms and states into which Europe is cut up. In the past New York has been the chief market for this vest extent of conntry, nearly all of which is peculiarly adapted to the easy and abundant production of cereal crops. Shall we keep that great and growing trade? That question must be answered by the enterprise of

Since 1790 the increase of population in the United States has been at the rate of three and a half per cent each year, except for a few years when our recent war cut it down a fraction. If the rate of increase shall be maintained, at the close of the century we shall count over 98,000,000. From 1850 to 1860 the annual increase in Ohio, Indiana. Illinois, Missouri, Iowa, Minnesota, Wisconsin and Michigan, occupying less than one third of the Mississippi and lake section, was six and one half per cent. Should this rate of gain be maintained those of population, or more than half that of the whole These valleys are traversed by many navigable rivers, aggregating more than ten thou sand miles of natural water communication leading in every direction. They border upon the st system of lakes in the world, covering an area of one twenty-fifth that of the Atlantic Ocean, and having a coast line of over four thousand miles in length. Near this great natural wheat field in our own confines is the Red River territory of British America, equal in size to one half our Atlantic and Gulf slopes, admirably adapted for wheat production and destined to be seen the home of a large and productive population. This region is, by natural highways, connected with our own trade routes and may properly be considered as one of the feeders of our commerce.

A VAST AND PROFITABLE STREAM. The grain product of the eight States above named was 310,384,775 bushels in 1850, 557,551,816 in 1860 and 920,000,000 in 1870. Still their product is but partially developed. Beyond them, in the same great valley region, is double their size of equally fertile soil and baving extensive deposits of gold, silver, tin, copper, iron, coal, salt, gypsum, and other valuable minerals. With a salubrious climate this territory must soon become the home of an industrious population, whose products will still further swell the stream of wealth-producing trame which now employs thousands of river steamers, 2,500 lake steamers and vessels and 6,000 canalboats on the New York canals, besides overtasking the freighting capacity of the several great through lines of railway which connect these national wheat fields with the Eastern seaboard, there to exchange their surplus crop for the products of other sections and other lands. These exchanges must, in the nature of trade, be made over the routes which combine cheapness with security, and will be controlled by these considerations.

security, and will be controlled by these considerations.

ROUTES TO THE SEA.

From the great grain raising section there are through lines of railways having their eastern termini at Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston and Portland. By water the ocean is reached through the Mississippi, by the great chain of lakes and the St. Lawrence, by the lakes and the Eric Canai to the Hudson, by the lakes and the Eric Canai to Albany, or by the lakes and the Eric Canai to Albany, or by the lakes and the Eric Canai to Albany, or by the lakes and the Eric Canai to Albany, or by the lakes and the Eric Canai to Albany, or by the lakes and the Eric Canai to Toledo, and one from Cincinnati one runs to Toledo; another from Evansville, on the Ohio, to Toledo, and one from the Illinois River at La Salle connects at Chicago with Lake Michigan. The James River and Kanawha Canai, when completed, will jo'n the Ohio River and Chesapeake Bay. The Fox and Wisconsin river improvement will enable boats to pass from the Mississippi to Lake Michigan. Several short canai achitate the navigation of

the St. Lawrence. Besides these waterways now open many other artificial works are proposed one to connect the upper end of Lake Michigan with Lake Erie, others to connect Lake Huron with Lake contario, and others to enable large ships to pass from Lake Ontario into the Hudson. These schemes, which all involve very large expense, would greatly shorten their several routes. Several plans are discussed for shortening the connection between the Mississippi and the Gulf. A line of canals and river improvement is urged, for congressional aid, to connect the Mississippi, through the Tennessee, Etows, Coosa, and Ocmulgee rivers, with the Atlantic at Savannah.

COST OF TRANSPORTATION BY RAIL AND WATER.

As a rule, the prices of freights are much higher by railroad than by the water routes. Thus freight over say 200 miles of rail, leading easterly into Chicago or Milwaukee, costs on the average as much as the total lake and canal freight and tolls by the lakes and the Erie or Oswego and Erie canals and Hudson river to New York, over a line of about 1,500 miles, For the last six years the average paid for grain freights from Chicago to New York by water has been, including the State toll, \$7 23 per ton for wheat and \$6 22 for corn. By the railway tariff of this summer it is \$9 per ton and in winter \$13. A class of very large lake vessels are building for this trade, which will very much diminish the carrying expense, and when the canal shall be so enlarged as to admit the passage of boats carrying expense, and when the canal shall be so enlarged as to nadmit the passage of boats carrying expense, and when the canal shall be so enlarged as to nadmit he passage of boats carrying expense, and when the canal shall be so enlarged as to not on the canals, so as to shorten the length of time consumed on the trip. A very cheap method of grain transportation by large barges with towing steamers is being introduced on the Missussippi, by which grain can be carried from St. Paul to Chicago or Milwaukee, it is handled only at New Yo

	From passengers. From freight Prom miscellaneous sources.	\$6,602,006 16,259,646 2,659,022
	Total DISBURIEMENTS. For maintenance of way. For maintenance of rolling stock. For transportation expenses. For interest. For outerest. For road way, bridges, &c. For reat of leased lines. For two dividends of 4 per cent each.	\$5,153,497 4,150,599 7,142,339 1,080,371 712,236 131,996
100000000000000000000000000000000000000	Total	14,802

If all the Central's freight had been carried at nine mills and five one-hundredths per ton per mile that year its receipts would have been diminshed by \$7,020,421 38, a sum nearly equal to the eight per cent of dividends on its wateres stock, a deduction which would have been far from satisfactory to the enterprising capitalists whose money is invested there, and yet the low rate at which this computation is based is above that by canal.

factory to the enterprising capitalists whose money is invested there, and yet the low rate at which this computation is based is above that by canal.

From this exhibit it is clear that, with the present construction and equipment, none of the roads now in operation, while running slow freight and fast passenger trains on the same tracks, can do a paying business in carrying freight as low as the average of water carriage. To reduce railway freightage expense to its lowest paying point it is requisite to construct long, straight roads, with heavy iron, and run over them large and frequent trains, all at one rate of speed, so as to avoid all delays. Such roads, built honestly for cash, so that their capital should only represent their actual cost, with prudent and efficient management, might reduce very much the cost of carrying freight by railway, if not bring it to the level of the cost by water.

OUR RRAL RIVALS.

As the avenues of transportation now exist the most formidable rivals to New York for the Western grain trade are New Orleans and Montreal. With the Mississippi and its tributaries New Orleans has a river navigation of nearly 9,000 miles, in all of which the cheap and efficient barge method may be adapted for carrying grain quickly through nearly the entire route. Against her, however, is the unfavorable effect of heat upon grain, which is as severe that prudent shippers will always hesitate at adopting a route otherwise so especially involved. Therefore the actual rivary is between New York and Montreal. By passing through the Welland Canal vessels of 450 tons capacity and drawing ten feet of water, can pass directly from Chicago, Milwaukee or Green Bay, with cargoes of grain to Montreal, and there discharge by floating elevators into vessels of steamers for the ocean voyage. In practice, however, owing to the impediments in the navigation of the St. Lawrence, for the lake craft are discharged at Kingston and their cargoes pass through the Ridean Canal voyage. In practice, however, owing to the im

A COMPETITOR NEARER HOME.

Philadelphia, though far behind us in the grain trade, is making strenuous effort to secure a fair portion of it by her radiroads and water communi-

Philadelphia, though far behind us in the grain trade, is making strenuous effort to secure a fair portion of it by her railroads and water communications. Her receipts in 1866 were 7,280,516 hushels and in 1872 reached 24,117,150, a gain of 232 per cent. New York, in the three years ending with 1858. received 176,343,636 bushels and in the three years, ending with 1871, the receipts were 222,075,838 bushels, a gain of 26 per cent. In 1872 the receipts were 90,481,922 bushels, more than three times that of Philadelphia, and a gain of 57 per cent over 1856, How SEALL WE SECURE THIS PRIZE?

To this inquiry the report furnishes a simple answer. We can secure the great bulk of the Western grain trade by completing the enlargement of the Erie and Oswego canals and their locks, so as to pass boats of 690 tons capacity, and quickening the trip by some practicable and economical system of steam propulsion. It demonstrates that even the completion of the Canadian ship canals between Lakes Huron and Ontario would not by reason of the time and expense involved in long canal navigation, as compared with free sailing or steaming by the lakes to Buffalo, attract the majority of grain loaded evesels to that route. They could earn more money by trips to Buffalo, where, besides the canal, there is the rivairy of several railroads to compete for the freights. Estimates by the State Engineer fix the cost of this enlargement at \$10,380,169 75, and promise that it will reduce the cost of transportation to one mill and four hundredths per ton per mile; the trip of the hundredths per ton per mile; thirty-six cents from Buffalo to the Hudson, or twenty-one cents from Oswego. Ship canals irom Oswego to the Hudson by the present line of the canal or by the Champlain route are not favorably considered, on account of their very large cost, and because there is large, unnecessary expense attending the working of large craft through long canals, in comparison with ordinary canal barges not built for lake navigation. It is also doubtful if a

canals, in comparison with ordinary canal barges not built for lake navigation. It is also doubtful if a sufficient water supply could be had for such ship canals.

GROWING NEED OF TRANSPORTATION.

In 1827 only three miles of railway existed in the United States; in 1837, 1,431; in 1847, 5,336; in 1857, 22,065; in 1867, 36,896, and in 1873 we have 67,104 miles, of which 6,427 have been built within this year. We have now a population of 40,000,000, and a steady increase at a rate which, at the close of century, will bring the number to 100,000,000. We pay about \$1,000,000,000 annually for transportation of persons and property, and in 1900 we will pay two and a half times that sum. Certainly this now costs fully \$100,000,000 in excess of what it ought to per annum. Besides the freightage by water all our long railway lines which have proper feeders are crowded to the full extent of their equipment capacity. About 13,000,000 tons of through freight, East and West, is carried on our various routes annually, in the proportion of three East to one West. In 1872 the total movement of freight over the main trunk lines was about 32,000,000 tons. Farmers in the West find that to send their corn to market costs three times its value at their doors; or it requires the crop of three acres to pay freight on the production of one acre. To save this rainous outlay the corn is as much as possible turned into the production of one acre. To save this rainous outlay the corn is as much as possible turned into the production of beef and pork. But this has its limit, and out of an annual yield of 1,000,000,000 bushels of corn, only 50,000,000 or which are sent abroad, the large proportion must be marketed for home consumption or be burned as fuel. In 1809 the total number of beeves, calves, sheep and swine brought to the four main seaboard cities by railroad was 4,891,441; in 1870, 5,166,192; in 1871, 5,795,676, and last year, 6,506,678. About one-ninth of the entire tounage of the principal through rail-ways is animals and their

two-thirds anthracite. In 1864 we mined 22,000,000 tons, which amount increased in mine years about ninety per cent. At this rate of increase our consumption will be in 1881, 79,341,367 tons; in 1890, 150,747,578 tons; in 1890, 286,420,368 tons and in 1990, 315,000,000 tons. Coal as a generator of steam is the motive power applicable to all machinery, the chief engine in all mechanical and manufacturing operations. It propels the steamers on our hundreds of rivers, the locomotive over many thousand miles of railway, drives mills and factories of many kinds and stimulates physical development in every section of the land. Its use and that of iron in such rapidly increasing amount will make enormous demands upon our freightage system, will inily employ all existing lines and cause the building of new roads and opening of new canais, which will be found absolutely necessary for the requisite distribution of the thousand products of our foundries, shops, mills and factories of all classes.

The products of manufacturing industry in the Union graw from \$1,019,106,616 in 1850 to \$4,232,235,442 in 1870. The largest aggregate increase was in the Eastern and Middle States; the greatest proportional growth in the Northwestern. Michigan rose from \$11,000,000 to \$115,000,000. Wisconsin from \$24,000,000 to \$27,000,000 and Minnesotra from zero to \$23,000,000. Some of the Southern States likewise show a marvellous increase in manuscutring industries. This marvellous growth of manufacturing enterprise is destined to create an immense home market for all kinds of food, yet still we will continue to export a large surplus.

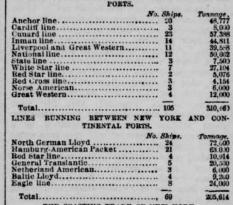
Its HE RRIS CANAL A USELESS DITCH.

During the past twenty-three years 118,852,444 tons of freight have been moved on the New York State canais, an amount exceeding the entire tonnage of all foreign townstored to the value of our exports; while the aggregate value of property cransported on the canais in the seven and a haif months of navigation carried over form all foreign countries by \$685,731,236, or a ye

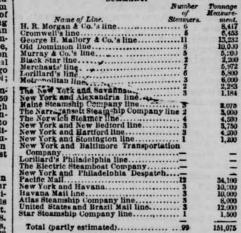
this completion?

ATLANTIC STEAM MARINE.

There are represented in New York eighteen lines of transatiantic steamships, comprising 174 steamers, with a capacity of 515,014 tons, classified LINES BUNNING BETWEEN NEW YORK AND BRITISH



SUMMARY.



shall again more nearly balance the freighting demand.

OUR ADVANTAGES AND DANGERS.

These figures show that our city has facilities for ocean commerce in connection with attracting thither the surplus cereal, animal, mining, manufacturing and other products of the interior, such as cannot be approached by any other American port. Commodities here have ready access to all the markets of the foreign world, as well as being at the focus of distribution to all parts of our own country. Here is the chief accumulated commercial capital of the Continent, and here are a large class of merchants of liberal and just views engaged in a world-embracing commerce. They covet the bulk of the traffic with the producers and consumers of the nation. To do so successfully they should see to it that by cutting down to its lowest possible figure the expense of conducting that traffic it should be made more to the advantage of the distant customer than any other port can offer. New York commerce needs cheap transportation with all our interior localities as well as to all outside ports. Even a slight excessive charge would threaten the diversion of trade. New York merchants are as deeply interested in the subject of cheap freights as are the Western Grangers.

Commodore Vanderbilt's Views. In pursuit of further information regarding the effect of the Granger movement on the great commercial interests of the country a Herald reporter recently visited Commodore Vanderbilt, as representing one of the three great competing lines to the West.

THE FINANCIAL "CAESAR" vas found engaged only with a solitary visitor in his rear office, on Fourth street, near Greene, smoking his cigar and enjoying his well seasoned offum coan dignitate, in a light linen coat, gray pants and carpet slippers. He had one of his slippered feet on the table in front of him, and loiled back in his arm chair, looking strong and healthy enough to drive bears in Central down to the lowest point of despair, and seemed to be clear-headed enough, summer at Saratoga, to hold four aces almost at every deal. door and extending back of the office was the Commodore's stable, and through his rear window could be continually heard the chaffing o the thoroughbreds, eager for the five o'clock drive which the indefatigable old gentleman gives them every afternoon. The HERALD commis-sioner presented his respects to the great money king and then retired into the front office until the business between the two should be finished, amusing himself in the meantime in scanning the photographs of VANDERBILITIAN RAILROAD DEPOTS and steamships which filled the walls. The intervening business was evidently soon finished; for, after a minute of waiting, the Commodore called through the screen "Come in, von" baying and

after a minute of waiting, the Commodore called through the screen "Come In, you!" having evidently neither secretary, janitor, clerk nor understrapper to carry cards and attend to that chiquette of receiving visitors which half the small rry offices and officials in the city deem indispensable to the dignity and DECORUM OF BUSINESS.

The Herald commissioner immediately ushered himself in and announced to the Commodore that

his business was to "interview" him on the Granger movement and learn his opinion of its probable effect on the great competing railroads.

"The Granger movement?" said the Commodore.

"What the devil is that?"

"The farmers' movement out West," responded the Herald man.

"Well, I don't know anything about it. Haven't paid any attention to it."

"It is a movement against the railroad corporations, Commodore, and I should think you would know all about it."

"But I don't. I never read one of their articles. They are down on the railroads, are they?"

"It seems so. They complain generally of high and exacting tariffs, too muca special railroad legislation, and or various privileges enjoyed by railroads and used for purposes of extorting unfair prices from the farmers."

"They do, ehr" said the Commodore, knocking the asnes from his cigar. "Well, as to SFECIAL LEGISLATION,
I agree with them. If they are in favor of making only general railroad laws, I'll be willing to back the devil they do. The Central can hold it's own."

"I suppose you will be able to secure bread and meat, even if the farmers succeed in all their demands".

"I might subsist somehow. But as to general railroad legislation, I'll be willing to do anything the other railroads have to do. 'No special legislation' is my cry as well as the farmers'. They have already specially legislated me into carrying passengers for two cents a mile when other roads charge three."

"Why has a special distinction been made against you?"

charge three."
"Why has a special distinction been made against you?"

"Oh. I suppose there are reasons. The Lord knows what they are. The farmers didn't do it, you understand. But I don't know anything about this—what do you call it?—Granger question. You see I don't. I can be of no service to you there,

"Then pray tell me if prices have been affected

str."

"Then pray tell me if prices have been affected any by the movement; prices of transportation?"

"I don't know, really. The farmers complain of charges for local transportation or something or other of that sort. But I hardly ever attend very closely to railroad matters now-a-days. If the farmers are opposed to special legislation all right.

THE CENTRAL can stand anything the other railroads will. Let 'em give us general railroad legislation, and after that I don't care what they do. So, you see, I don't know enough to be of any service to you."

"You have been of great service already, Commodore. Good morning, sir."

And it being one o'clock the reporter departed, leaving the Commodore just knocking the last ashes off his cigar preparatory to doffing the cares of business and repairing to the joys of lunca and the afternoon drive.

Views of Mr. Blanchard, of Eric. Mr. Blanchard, a Vice President of Erie, who is the official authority on transportation and tariffs, was found busily engaged at his desk in the palatial Erie offices, and readily consented to give his views on the subject, surmising, however, that they were only his own convictions, by no means the authoritatively expressed views of the Erie Board on the subject, and that they were of neces-sity crude views at best, as the movement had not matured sufficiently to render the inture of it a

matter of any certainty.

"WITH THE ERIK,"
said he, "the effect can hardly be felt. We have really all the transportation business that we can well master. The roads further west which feed the Erie and, the other competing lines doubtless will feel it, and, as we have to bear our share of the through rates which these roads contract for, we may feel it indirectly here." "Has it been felt at all as yet ?"

"No, not at all by us. Some months ago, in or-der chiefly to get the immense store of grain through that has accumulated at the great Western depots, we lowered freights, without any reference to this movement whatever, and, in fact, freights are lower now than they have ever been. But

ern depots, we lowered freights, without any reference to this movement whatever, and, in fact, freights are lower now than they have ever been. But

Low Freights
do not meet the difficulty, for I have here a telegram from the agent of our steamer lines across the lakes, and it indicates one of the most remarkable lakes in railroad matters that has ever occurred; and it will show you, moreover, that low freights will not meet the difficulty. This agent telegraphs that he has contracted to carry from Chicago, via the lake steamers, here, some 20,000 bushels of wheat, at 29 cents a bushels, while all rail lines charge only 27 cents. This price, you understand, has been offered by the producers; not asked for by us. Well, the interence is that greater means of transportation are needed, and it indicates, not extortion on the part of railroads, but the great development of the country."

"Then more railroads are needed?"

"Then more railroads are needed?"

"Undoubtedly. But first
are needed. We cannot carry away the grain already stored here. In Chicago, last week, there were 1,600,000 bushels of grain, mostly wheat, stored. There is demand enough for it in Europe, and we can carry it here, if the merchants want us to."

"But they complain that lack of railroads raises the price of transportation?"

"But they complain that lack of railroads raises the price of transportation?"

"Cretainly the law of supply and demand arranges all these matters. We cannot charge more than the Pennsylvania or the Central, because we would lose our customers. At the same time we cannot refuse freight at twenty-nine cents to carry regist for farmers at twenty-nine cents to carry regist for farmers at twenty-nine cents to carry regist for farmers at twenty-nine cents to carry well in the producers. They aid and Support on another. If we raise our fates so high that producers cannot ship by us we do not cipple the producers of much as we cripple ourselv. At the producers so much as we cripple ourselv. At the producers of unconstitutions

Views of Mr. F. R. Thurber A HERALD reporter called on Mr. Prancis B. Thurber, of the firm of H. K. Thurber & Co., importers and general dealers in all kinds of gro-ceries, to ask his views on the transportation agitation. The merchant sat in his salesroom surrounded by customers and cierks discussing goods and prices while he perused a telegraphic tch involving a close computation of figures. As he talked with the reporter, his subordinates frequently came to him with trade propositions, which he settled promptly with the air of one thoroughly conversant with the details of a business embracing a wide range of commodities and covering a great extent of territory. He required no solicitation or prompting to elicit for the benefit of the public his ideas on this important topic, which substantially are that the entire country is monstrously oppressed by the onerous freight exactions of railway combinations for the benefit of a few sharp managers.

CANALS TOO SLOW. For many classes of freight water routes between the great interior agricultural districts and the seaboard, though they are of great service in moving cheap and coarse articles, are too slow. Live stock, dairy products and various other articles of country production must be brought to market quickly. All goods in our line are forwarded to the country merchants by rail. Most manufactured goods, especially those where the value is great in proportion to bulk and weight, are sent by railway. Interest on the value of such goods saved by rapid transit is iar more than the

saving of freight by water as compared with the more speedy delivery by railroad. REPORTER-How do you propose to remedy the evilsof which you complain?

Mr. THURBER-By a great national double track freight railroad. It should have its eastern ter-mini at Baltimore, Philadelphia, New York and

mini at Baltimore, Philadelphia, New York and Boston; should extend as far west certainly as the Mississippi and be built on the best lines, without particular reference to touching any great number of the interior towns. Places within certain distances would, of course, build feeder lines to this Grand Trunk avenue of trade, and new business centres would spring up along its route. It should, in my opinion, be built by the general government, by contract, in such manner as to preclude any corrupt handling of the public money, and so as to secure its construction in the most perfect manner and at the smallest cost. Were a private corporation to undertake so vast an enterprise it would be very doubtful if the necessary financial resources could be secured to float it. We have examples of this difficulty in most important works of a similar kind under the guid-

ance of abic manciers, now cripping for want of ready cash to pay for laive and maserials.

This read should be to the bianness of the comparison of the com

Western producers are thoroughly alive to the oppression under which they suffer. Eastern consumers and manufacturers are already preparing to fight the monopolists. It is surely time for New York merchants, whose trade is taxed by the railroad companies to a ruinous extent, to bring the power of efficient organization and united effort to bear in this great movement to rid ourselves of a giant evil, which threatens to strangle trade as well as paralyze industry.

ington Republican, which advocates General Grant's re-election to a third term of the Presidency. This opinion is not born of any apprehension that he would abuse that confidence in any way, for no man less inclined to maintain power force, no man less likely to execute a coup d'état, ever sat in the first chair of any government. In the first place the President loves popular liberty, respects popular rights, believes in the Republic and desires to see it perpetuated, to bless the race and belie the evil prophecies of kings. If he is not brilliant, he is wise. If he is not elo-quent, he is thoughtful. Moreover, the boldest quent, he is thoughtful. Moreover, the boldest and worst demagogue that ever climbed to power would know better than to attempt to subvert, for his own uses, the government that has been established and aefended by the American people. But, while we deem the President's second re-election unavoidable, it would be a violation of precedent, and nothing extraordinary ought to be done, except for extraordinary reasons. The Washington Republican quotes, as a reason why Grant should be re-elected in 1876, the fact that Washington, Jefferson, Madison and Monroe were urged to run for a third term; but it forgets to mention the fact that they uniformly refused seriously to consider the proposition. The people of this country were never more jealous of their public servants than they are to-day, and it is a wholesome sign. Nothing that we can think of would alarm them more than such an attempt as is proposed. Thurlow Weed expressed the general feeling the other day—"I would oppose the re-election of George Washington, if he were on earth."

There is no excuse for a breach of precedent, which has become political law. We are not in midstream, when swapping horses is perilous. There is no great emergency pending. All is tranquil and prosperous, on land and sea, in mine and mill, in bank and bin. The country is thriving. The great peace and serenity are mainly the direct result of General Grant's miltary and civic policy; of his work first at the head of the army and then at the head of the State. The nation owes him gratitude, and it will constantly do its utmost to pay this debt. And it is largely in gratitude to him that his friends protest to-day against his being thrust into a position where he could do no good, where he would be a target for malice, hatred and all uncharitableness, and would be sacrificed in the end.

The republican party has plenty of other men and worst demagogue that ever climbed to power would know better than to attempt to subvert,

end.

The republican party has plenty of other men amply qualified for the high trust; Sherman and Sheridan, from among the military, and Blaine, Washburne, Logan, Colfax, Hawley and Morton in civil life.

[From the Columbus (Ga.) Enquirer, August 29.] General Grant has never been a partisan. In 1866, had it not been for his quarrel with Andrew Johnson, he would have been in a dilemma as to the party from which he would take the nomination, for both were ready to tender it. Johnson. sustained by the democracy, drove General Grant, who had no decided political views, into the arms of the republicans. While General Grant is not a statesman, he has—as Whitelaw Reid, of the Tristatesman, he has—as Whitelaw Reid, of the Tribune expresses it—much "hard, horse sense," and a pretty thorough knowledge of the American people; too much sense and too much knowledge, indeed, to array his ambition against those traditions, stronger than law, that heretofore have controlled the terms of the Presidential office. In his elevated position he has oeen feted and fawned on, till he must feel, no matter his strong sense, that he is a sort of demi-god, particularly when 60,000 office-holders now burn incense to him and form shadowy crowns for his head in the smoke. It is enough to rouse any dormant aspirations for a dictatorship that Grant may have, to see himself thus lauded, particularly when he, the head of a great nation, looks back over the short space of fourteen years and sees himself an unknown workman in the tanyard of an obscure Western town, with forty dollars a month as his sole compensation. To such a man, were he ambitious, nothing might seem impossible.

But Grant knows that the office-seckers and flatterers are not the exponents of the firing of the first gun at Sumter in '61. The brave men who fought with him, and the mass of the men who cheered him into office, who sustained him while there, would revolt, and, forgetting the past, place in power one who would better represent the feelings and the spirit of the nation. We do not think that Grant dreams of a third terza, for he mus know that he has all of the world's goods that he can called. bune expresses it-much "hard, horse sense," and

HERALD is endeavoring to excite. We have no fears that the American people would tamely submit to any such usurpation of power as is implied. sumers and manufacturers are already preparing to fight the monopolists. It is surely time for New York merchants, whose trade is taxed by the railroad companies to a ruinous extent, to bring the power of efficient organization and united effort to bear in this great movement to rid ourselves of a giant evil, which threatens to strangle trade as well as paralyze industry.

CÆSARISM.

[From the Doylestown (Pa.) Democrat, Sept. 2.]

The New York Herallo continues to discuss the question of Casarism with ability. Those who favor Grant having a third term treat the contemplated danger as a joke, and laugh at the Herallo's predictions. While we are not an alarmist, we look at the question in the same light as the Herallo. There is no doubt that Grant's hangers on are anxious that he should have a third term, and if it would keep them in place and power they would consent to make him President for life, or even an Emperor. If the traditional rule that guided Washington, Jackson and others of our greatest and best Presidents to lay down power at the end of legit years be departed from it will bring danger to the Republic. We hope to see the American people put their feet upon this attempt while in its infancy. Those who love liberty cannot be too watchiul for its preservation.

[From the Minneapolis Tribune (administration)]

[From the St. Louis Republican (auti-administration)] in the term Cæsarism. Any attempt by General Grant or his friends to seize the reins of govern-

[From the St. Louis Republican (anti-administra-tion), Sept. 1-1 While the "Cæsarism" which just now engages some share of public attention is prebably nothing

more than a sensation, it is worth remarking that this is not the first nor the second time the idea has been brought before the country since the republican party came linto power. Why is this? Why does the phantom-if phantom it be-come back again and again, now in the form of "imperialism," now in the form of centralization, and now in the garb of "Casarism," to disturb the public peace? Is it the false cry of "wolf" which public peace? Is it the false cry of "wolf" which precedes the real wolf? Is it a presentiment of an approaching danger? Or is it only the phantasy of an excited and sensitive public mind? The vague notion that makes Grant and a third term the central point in the supposed Casarism we regard as a wild delusion. Grant possesses none of the attributes of Casar; he has none of Casar's greatness nor ambition; he could not play the part of Casar's he wishes to. But this does not dissipate the idea. Louis Napoleon is generally credited with all thehonor and infamy or the coup didat, but it is certain that St. Arnaud, Fleury, De Morny, Espinasse and the other daring men who formed the first imperial household had more to do with it than he; they decoyed him into it, and, after it was begun, forced him to go through it with a pistol held at his temples. We do not believe that Grant desires to be Emperor or that he will ever make a coup didat, either with or without the assistance of others. But there is a demand in certain quasters for a "strong government," even after the government has already been made so strong that its simplest writs and orders are everywhere obeyed without dissent, and a single company of federal infantry can awe a whole population into submission. All the powerful agencies and classes that give strength and success to the republican party are not only willing to see the federal authority increased, but seem to be gathering closer around it as if to protect themselves and it from the hostility of the people. The meneyed so largely by an exaggeration of the federal pewor, wielded in a great measure in their special behalf, that they have come to look upon the government as a part of their system; they are ready to make it stronger. They regard the carnest clamor of the exemptions as a cry of war against themselves, and it is not unwarrantable to say that they are looking forward to the establishment of a government which shall have all the attributes of an empire, but without its name, as their pr precedes the real wolf? Is it a presentiment of an approaching danger? Or is it only the phantasy of

(From the Columbus (Miss.) Demograt (democratic), Angust 30.]

Casarism is to be feared, probably, quite as much as the Herald has, with so much power, depacted. It might effectually destroy all community and personal independence, supplant the ballot with the bayonet and set aside trial by jury alike in. all sections of the country. But this would be no worse than what Congress did in the illegal suspension of the writ of habcas corpus in the Carolinas, where scores of onen were imprisoned and tried and punished in violation of all law and justice, or in Louisians, where the State government was overthrown and the white people virtually distranchised. If there is danger from Congress now, for there is no limit to its power, and no sense of fear or justice in whatever act of tyranny it may see fit to perpetrate. If the Republic is restered, which means the overthrow of the present consolidation system of government, then there will be a restoration of popular liberty; if not, it matters little whether the centralized desponsion shall be exercised by one man or many, the result would be nearly the askee. It might effectually destroy all community and